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ORIGINAL DOCUMENT MISSING PAGE(S):

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DIA review(s) completed.

SECRET—NO FOREIGN DISSEM

Viet Cong Attacks on US Installations

The 28 October Viet Cong attacks on air facilities at Chu Lai and Marble Mountain (Da Nang East) were the latest in a series aimed at crippling US and Vietnamese air power. Because of their limited antiaircraft capability, the Viet Cong have been unable to cope with the stepped-up strikes which have been dealing out severe punishment. A favorite tactic is to infiltrate special assault units into the airfield complexes to destroy aircraft on the ground, and any field with many friendly aircraft or helicopters must be considered a high-priority target. The chart opposite shows the important attacks against US or US-Vietnamese installations.

There are seven sizable US-Vietnamese air complexes that have not been subjected to heavy attack -- at Hue, An Khe, Qui Nhon, Ban Me Thout, Vung Tau, Vinh Long, and Tan Son Nhut (see map opposite page F-4). The new field at Cam Ranh Bay where the first elements of a US tactical fighter squadron arrived on 1 November has also not been hit.

Before they launch an assault on an airfield, the Viet Cong collect intelligence to determine its vulnerabilities, thoroughly plan all phases of the intended operations, and carefully rehearse the approach, assault, and withdrawal. The attacks are usually of short duration and generally occur in the middle of the night. The attackers have enough mortars, recoilless rifles, automatic weapons, grenades, and other munitions to cover the infiltration of the small, specially trained demolition teams.

Concentrations of aircraft on the ground present lucrative targets, and increased efforts to destroy the aircraft by hit-and-run raids or by mortar and artillery shelling can be expected. Repeat attacks on bases already struck are likely as well as attempts to exploit the vulnerabilities of installations not yet hit. (SECRET)

SOURCE: COMUSMACV SITREPS

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Bridge Destruction in North Vietnam

Bridges destroyed in North Vietnam since 7 February total 181, but fewer than 53 of them were still impassable as of 30 October.

Over 755 highway bridges ranging from 20 to more than 600 feet in length were hit through 30 October. At least 150 were destroyed or made impassable for trucks, but bypasses of lower traffic capacity have been installed at over 75 per cent of the interdicted crossings and fewer than 40 were still impassable to heavy traffic on the 30th.

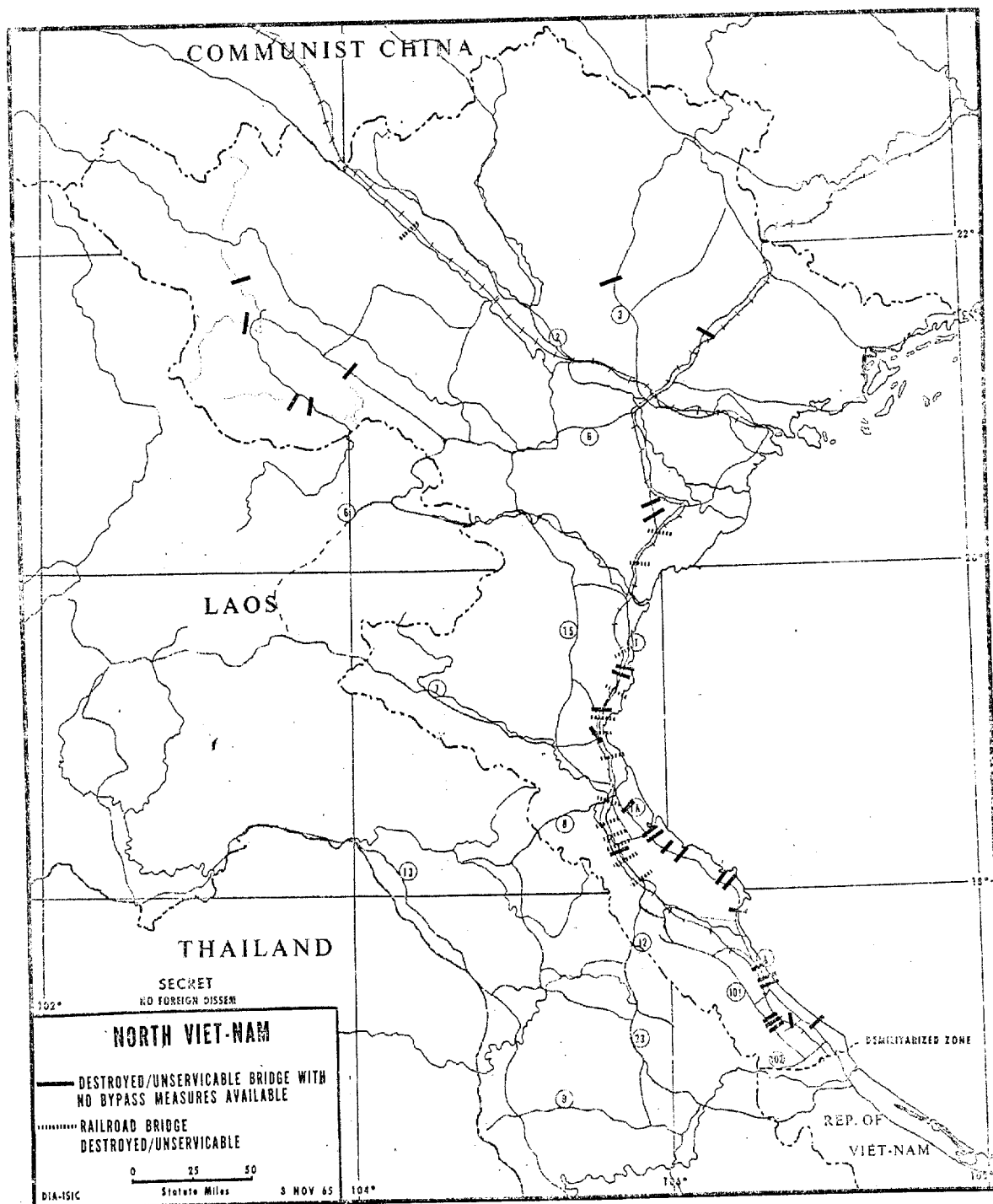
Thirty-one rail and rail-highway bridges have also been destroyed; 13 were impassable as of 30 October.

In addition to trying to repair original structures, the North Vietnamese have also resorted -- in descending order of frequency -- to the use of fords, ferries, alternate bridging (including pontoons and floats), and earthen causeways. Numerous foot bridges have also been installed near damaged structures; several of those struck have been replaced. Nearly 100 attacks have been made on ferry sites. Relatively few fords but countless roads have been interdicted by cratering. (SECRET NO FOREIGN DISSEM)

SOURCE: ANALYSIS (S/NFD)

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